

# Whitehurst Freeway Deconstruction Feasibility Study

April 2005

# Meeting Agenda

- Background Information
- Study Goals
- Preliminary Evaluation Factors
- Existing Conditions
- Existing Traffic Model
- Land Values
- Related Projects
- Next Steps

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# Background Information

- In 1940's, Whitehurst Freeway was built to connect Key Bridge with a citywide freeway system which was never built
- Land use pattern changed from industrial to commercial plus residential

# Previous Studies



National Capital Planning Commission  
*Georgetown Waterfront Study, 1975*

- Existing and Planned Land Use
- Circulation Plan (vehicles, pedestrians)
- Development Potential and Constraints



District Department of Transportation  
*Alternatives Analysis, 1982*

- Rehabilitated Structure
- New Structure\*
- New At-Grade Arterial
- No-Build

\* Recommended action

## Whitehurst Freeway Corridor System Modification Study *Final Environmental Impact Statement, Vol. 1 and 2, 1985*

Ground rules for development of alternatives:

- Accommodate present travel demand while minimizing the generation of additional traffic
- Control and reduce traffic in adjacent residential neighborhoods
- Include a waterfront park along the Potomac River in Georgetown

Alternatives:

- Rehabilitate existing elevated freeway structure\*
- Build new elevated four-lane freeway 15 feet lower and 16 feet wider than present structure
- Replace elevated structure with six-lane arterial street at ground level
- No-Build\*

\* Recommended action  
was a combination of  
rehabilitation and no-build  
alternatives in which  
modifications would be  
made to the existing  
structure and roadway  
connections.



## Committee of 100 on the Federal City and the District Department of Transportation *Alternatives Analysis, 1989-2003* (John Passonneau & Partners)

- Replacement of Freeway With At-Grade Avenue and Ramp From Key Bridge
- Loop Ramp Connection Between Key Bridge and Canal Road
- No-Build



# Study Goal and Primary Tasks

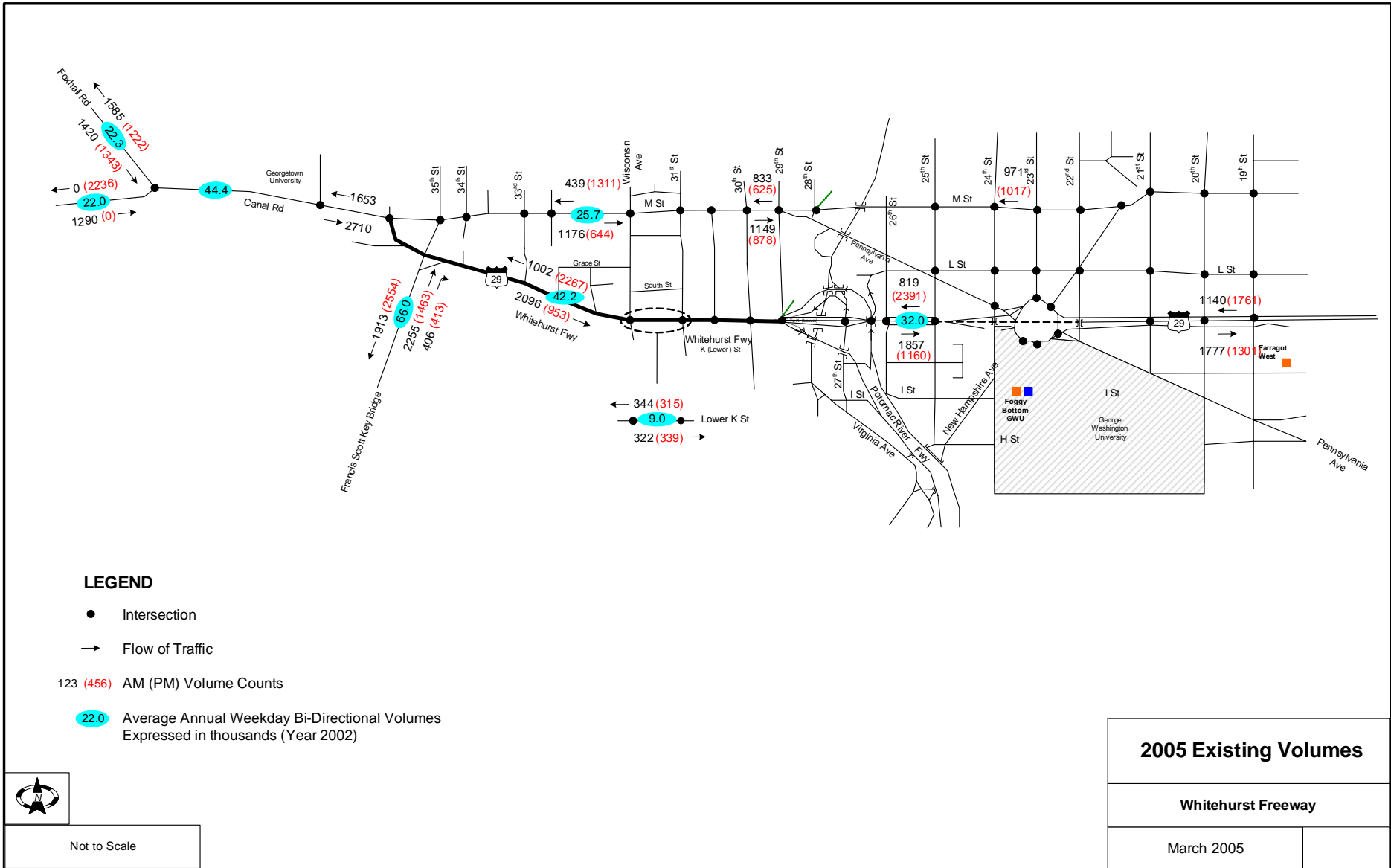
- To evaluate the feasibility of deconstructing the Whitehurst Freeway
- Primary Tasks
  - Examine traffic impacts of removing freeway
  - Examine the potential to improve park access
  - Examine engineering requirements
  - Prepare cost estimate
  - Examine impact on land values
  - Evaluate alternatives and develop recommendations

# Preliminary Evaluation Factors

- Structural and engineering feasibility of deconstructing freeway and constructing alternative alignments
- Land use impacts and estimated tax revenue
- Traffic impacts of deconstructing the freeway including travel time and level of service
- Impacts on pedestrian access and mobility
- Levels of public support for alternate alignment schemes
- Environmental impacts including impacts on historic and cultural features

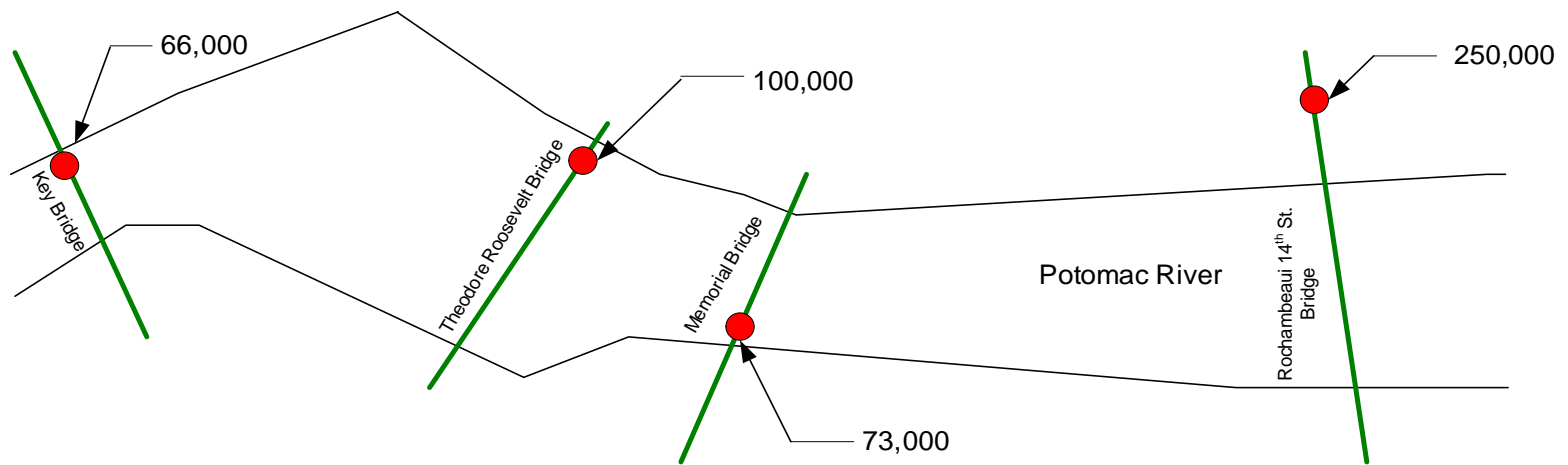
# Existing Conditions

- Traffic Volumes
- Origin and Destination Data
- Existing Transit Routes
- Pedestrian Data
- Average Travel Speed
- Existing Condition Traffic Model
- Land Use and Property Values
- Existing Infrastructure
- Parking



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#### LEGEND

● - Permanent Traffic Count Location

20,000 - Average Annual Weekday Volumes (Year 2002)

Source - <http://www.ddot.dc.gov> website



Not to Scale

#### Average Annual Weekday Volume

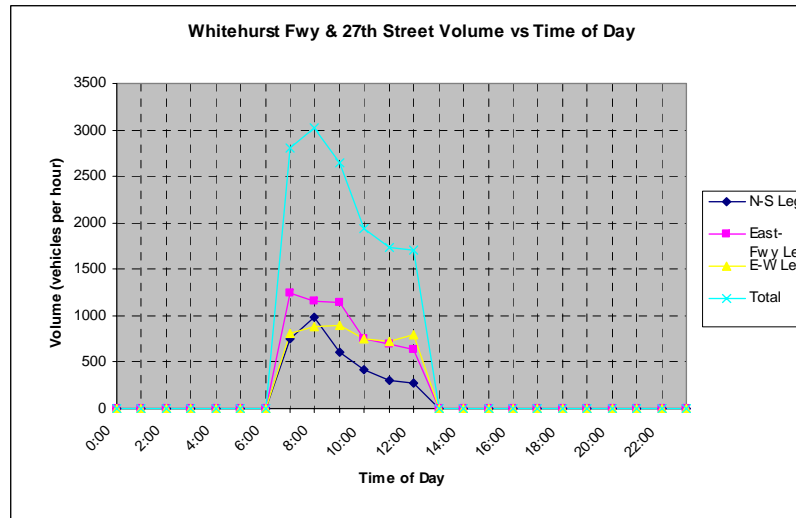
Whitehurst Freeway

March 2005

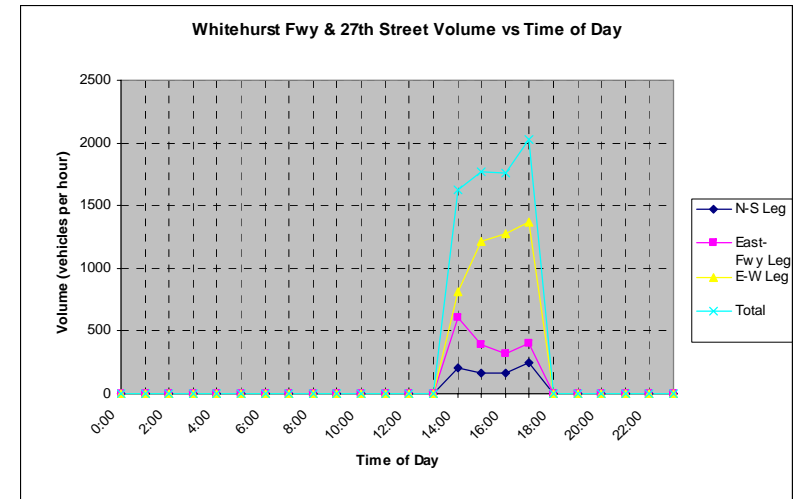
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# Existing (2005) Traffic Volume by Time of Day

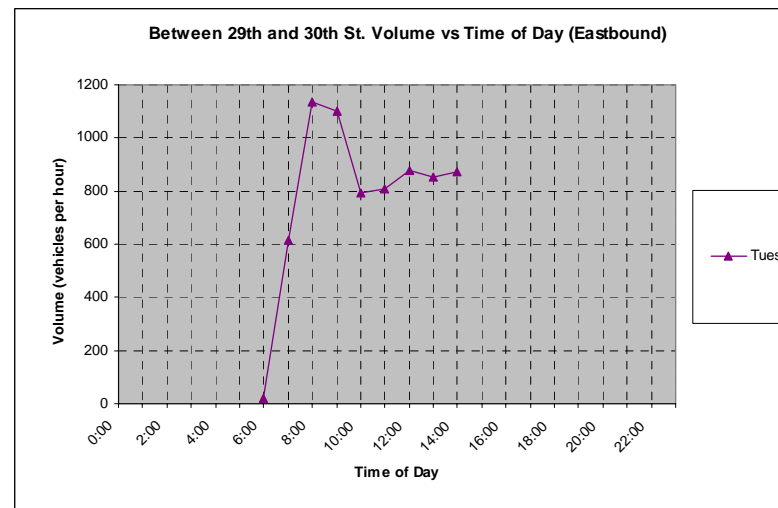
## AM -K Street and 27<sup>th</sup> Street



## PM -K Street and 27<sup>th</sup> Street

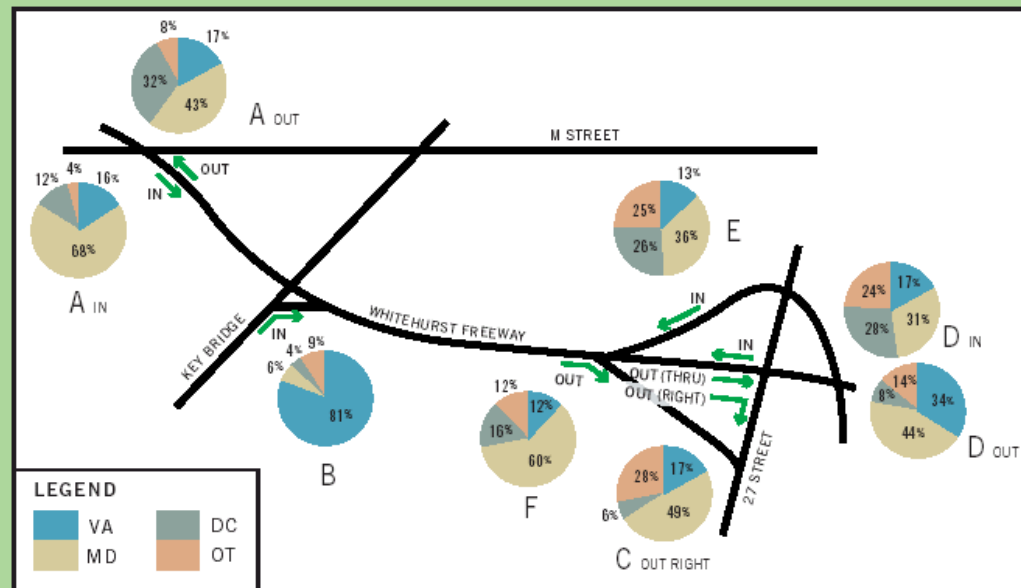


## M Street (Eastbound)

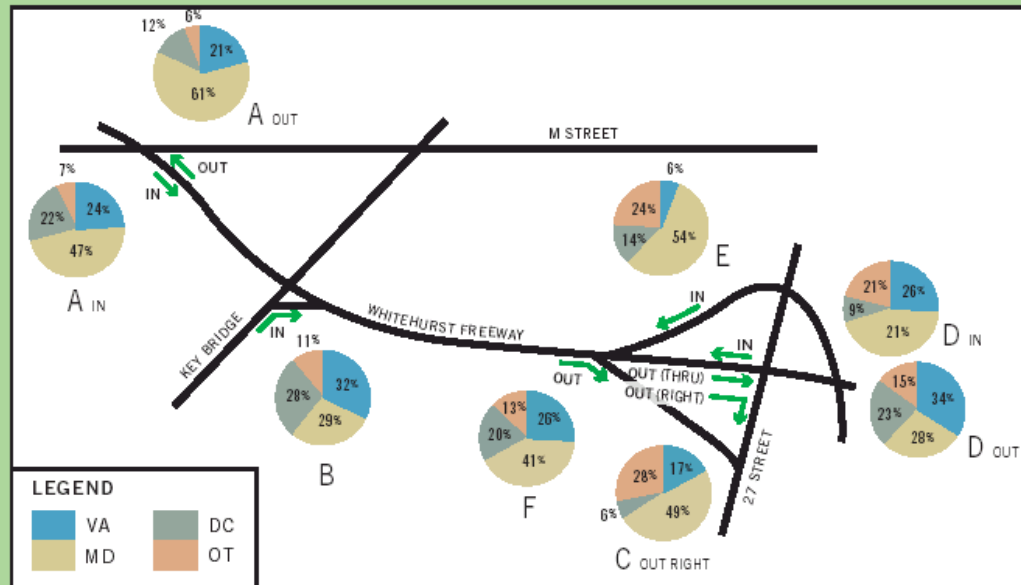


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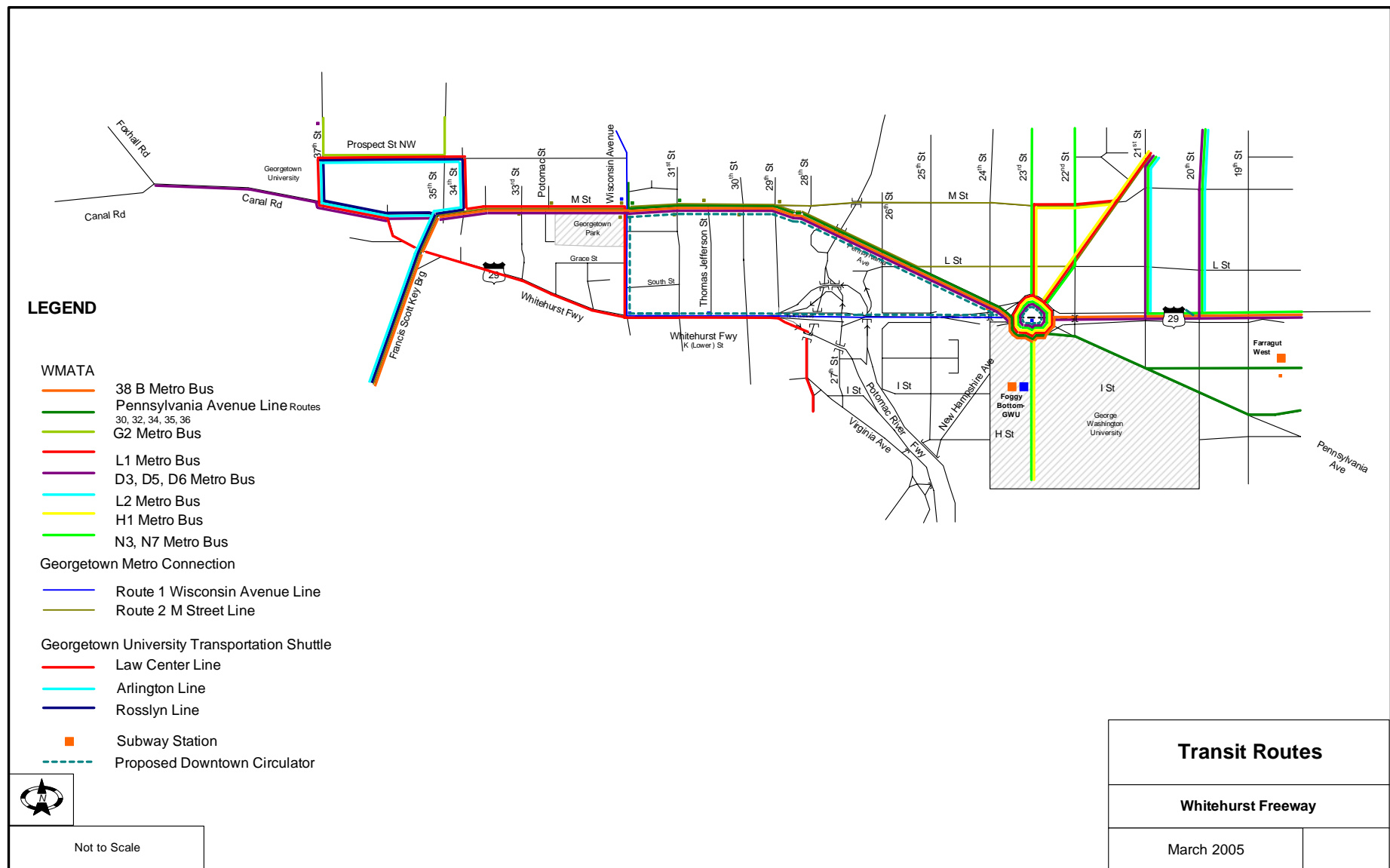
## Peak Period License Plate Distribution - AM



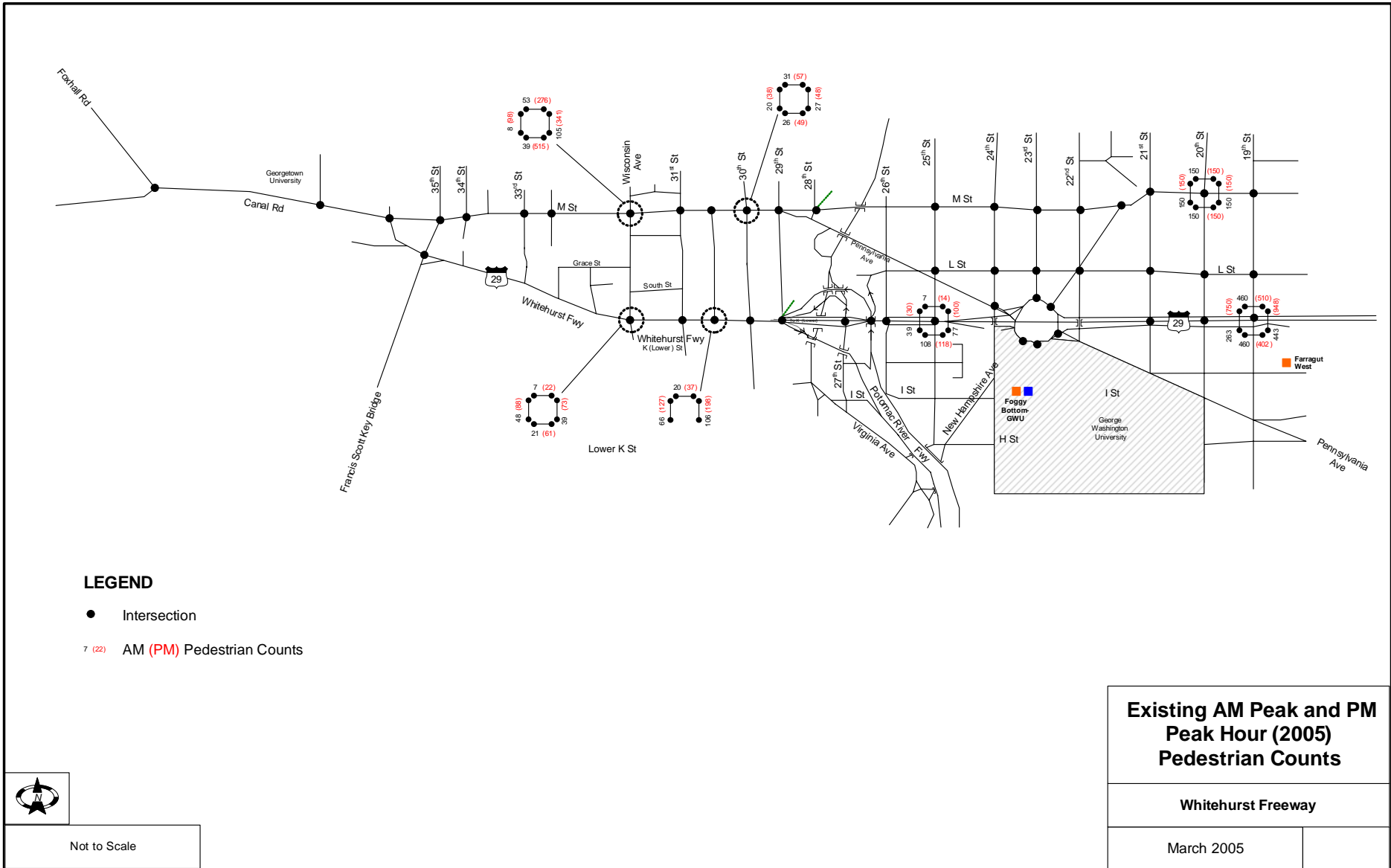
## Peak Period License Plate Distribution - PM



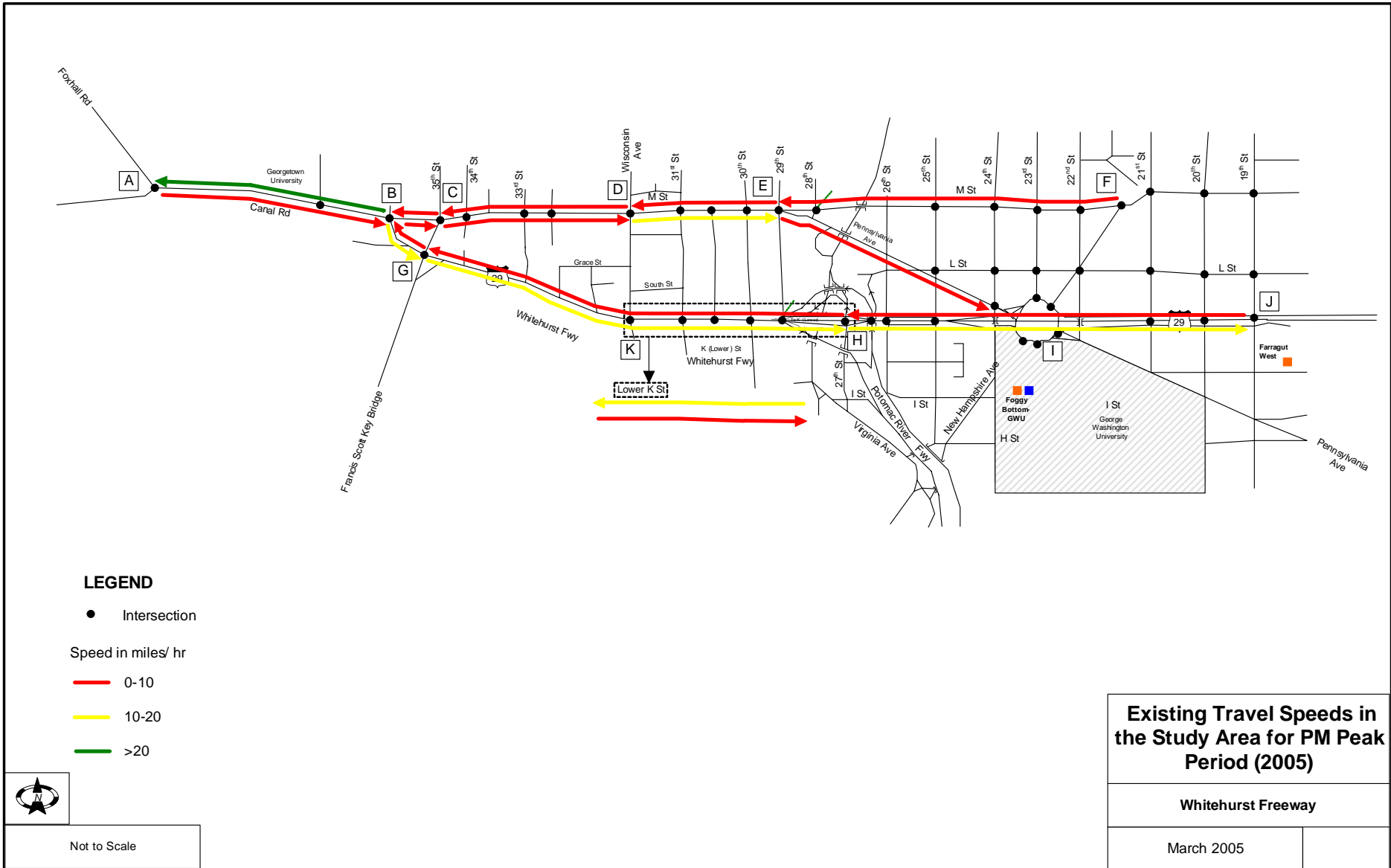
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# Existing Traffic Model

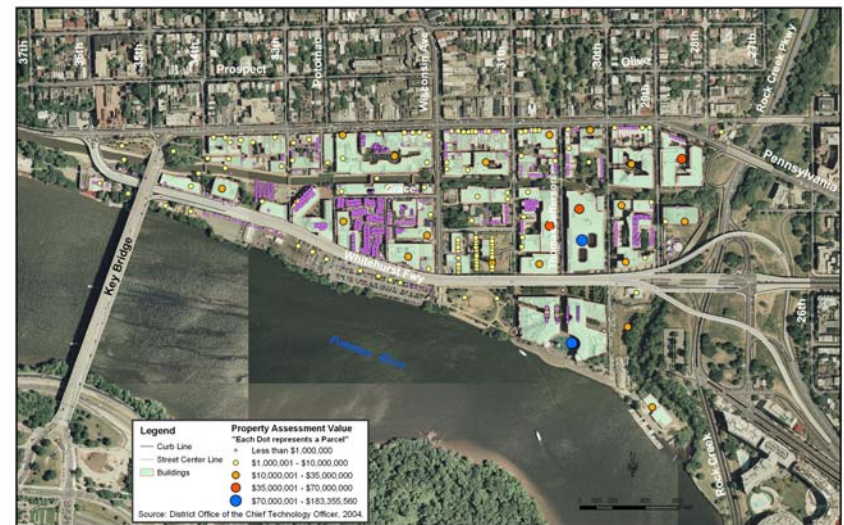
- Used traffic volumes, signal timings, origin destination data, pedestrian data, transit routes and travel times to set up existing conditions model
- Used CORSIM traffic simulation program
- Existing conditions model will be modified to assess future alternatives

# Land Values

- New park, amenities, and development under construction will enhance quality of life and attractiveness of the area.
- 104 percent appreciation in land values (1998 to 2005)
- 10.7 percent average annual growth in land values

Area	Total Valuation	Annual Property Taxes
Georgetown Neighborhood	\$6,981,865,730	\$53,282,076
Whitehurst Study Area	\$1,371,549,564	\$16,984,695
Study Area Contribution	20%	32%

Source: District Office of Tax and Revenue (2004/05)

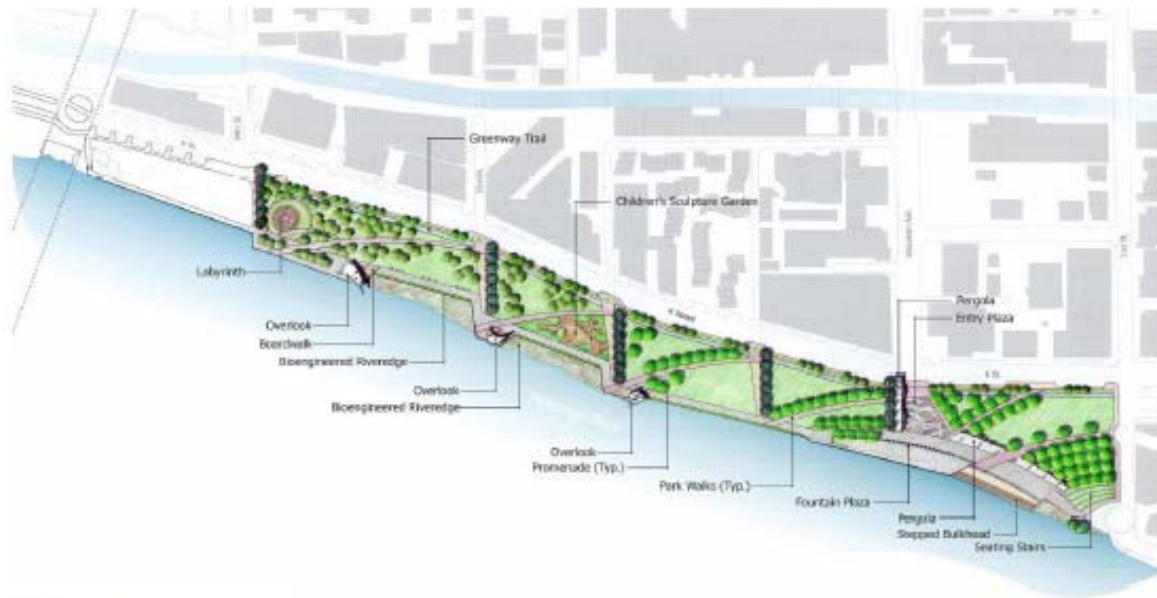


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# Related Project

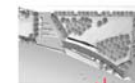
## Georgetown Waterfront Park



**WRT** PREFERRED SCHEMATIC SITE PLAN



Aerial View



Georgetown Waterfront Park - Wisconsin Avenue Plaza  
Commission of Fine Arts / National Capital Planning Commission

Digital Rendering 1  
Schematic Design Submission

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# Next Steps

- Review comments from meeting participants
- Submit Draft Existing Conditions Report
- Public Meeting -2 on Tuesday April 26, 2005
- Public Meeting -3 on Wednesday April 27, 2005
- Begin development of preliminary design schemes
- Design Workshop -1 on Saturday April 30, 2005
- Design Workshop -2 on Saturday May 7, 2005
- Conduct Analyses
- Evaluate alternatives and develop recommendations
- Public Meetings
- Final Report